

NCDOT Prioritization 3.0 Project Summary

SPOT ID: H090608 Mode: Highway Status: Submitted

I-85

From/Cross Street: Kivett Drive Specific Improvement Type: 9 - Convert Grade Separation

to Interchange

To: Project Category: Division Needs

Length: 1 TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$11,190,000

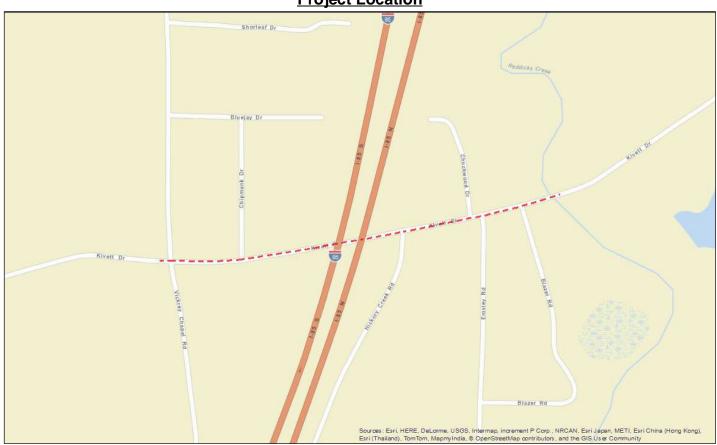
Description:

New interchange of I-85 and Kivett Drive

Division(s): Division 7 **County(s):** GUILFORD

MPOS(s)/RPO(s): High Point Urban Area MPO

Project Location



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Statewide	Mobility	/ Total	Score: 0

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
	N/A	N/A
Totals: Weight: 0% Weighted Score: 0		

Regional Impact T	otal Score:	0
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Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Totals: Weight: 0% Weighted Score: 0	Percent: 15% Points: 0	Percent: 15% Points: 0

Division Needs Total Score: 36.05

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) Safety (10%) [Travel Time] Benefit/Cost (20%) Totals: Weight: 50% Weighted Scor	7.97 94.58 0.00 e: 11.05	Percent: 25% Points: 0	Percent: 25% Points: 100

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Project Data *

Existing Conditions

Existing Cross-Section: Speed Limit: 45 Length (miles); Arterial Facility Type: None Access Control: Functional Classification: Minor Arterial Terrain Type: Rolling Lane Width: 12 Paved Shoulder Width: 3 Roadway has Curb & Gutter? No Volume (AADT): 1899.16 Capacity: 15799.84 Volume/Capacity Ratio: 0.12 % Autos: 100% % Trucks: 0% 0 Truck Volume: 99.8 Crash Density: Crash Severity: 90.43 93.55 Critical Crash Rate: Crash Frequency: 0 0 Severity Index: 2 County Tier Designation: Non-Interstate STRAHNET No Route? Average Commuting Time: 22 Existing Median Type (for Undivided Cost Estimation): Pavement Condition Rating: 91 40 Actual Congested Speed: Travel Time Index: 1.13

Project Benefits

Project Cross-Section:	
Speed Limit:	45
Length (miles):	1
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Minor Arterial
TerrainType:	Rolling
DOT Design Lane Width:	11
DOT Design Paved Shoulder Width:	0
Travel Time Savings for 30 Years (Total):	0
Travel Time Savings for 30 Years (Autos):	0
Travel Time Savings for 30 Years (Trucks):	0
Long-Term Employment:	
% Change in Economy:	
Provides Direct Connection to Transportation Terminal?	No
Does project upgrade how the roadway functions?	No
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 7

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^{*} Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

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Project Ownership

Division

Division	Percent	Regional Impact	Division Needs
Division 7	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact	Division Needs
High Point Urban Area MPO	100%	0	100
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	100

Project Cost and Source

Construction Cost:	\$10,260,000	TIP Unit
Right-of-Way Cost:	\$930,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$11,190,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$11,190,000	

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